

The Hongkong Telegraph.

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THURSDAY, NOVEMBER 9, 1905.

四第期

第九月一十第港香

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPORTION.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOETS, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALLINGS, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. E. R. HUNTER.
LONDON—BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 19th August, 1905.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK.
AUTHORIZED CAPITAL.....\$10,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.
FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
HUGO SUTER, Sub-Manager.
Hongkong, 9th September, 1905.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 16,000,000
CAPITAL UNCALLED....." 8,000,000
RESERVE FUND....." 9,445,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO, NAGASAKI, HONOLULU, SHANGHAI, LYONS, NEWCHANG, SAN FRANCISCO, MUKDEN, BOMBAY, PORT ARTHUR, TIENTSIN, CHEFOU, PEKING, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD., PARSONS BANK, LD., THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per annum on the Daily Balance.
On Fixed deposits for 12 months at 4 per Cent.

TAKAO TAKAMICHI, Manager.
Hongkong, 25th September, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£100,000
RESERVE LIABILITY OF SHAREHOLDERS.....£100,000
RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.

T. P. COCHRANE, Manager.
Hongkong, 18th May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000
CAPITAL PAID UP.....\$3,250,000
RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW YORK.
LONDON OFFICE: THREEDNEEDLE HOUSE, E.C. LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD., BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 3 months 3 1/2 per Cent. per annum.
H. PINCKNEY, Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	(SIMLA.....)	About 10th.	Flight and November 3. Passage.
LONDON, &c.....	(ARCADIA.....)	Nov. 18th.	See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 9th November, 1905.

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED

OF
BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.

RIPPINGILL'S OIL HEATING STOVES.
SLOW COMBUSTION STOVES.

COOKING UTENSILS OF ALL DESCRIPTIONS.

HINK'S LAMPS & LAMP SHADES.
KENT'S CELEBRATED BRUSHES.

CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.
Hongkong, 30th October, 1905.

CHAMPAGNES.

PAUL DOMMIER & CO. (Gold Marque).
IRROY & CO. CARTE D'OR VIN 1898.
LANSON PERE ET FILS VIN 1900.
POL. ROGER VIN 1898.
GIESLER & CO.
BOLLINGER & CO. EXTRA QUAL VIN 1898.
POMMERY & GRENO.
Special quotations for Balls, Dances, Picnics, &c.

CALDBECK MACGREGOR & CO.,

SOLE AGENTS
15, Queen's Road Central.
Hongkong, 26th October, 1905.

KING EDWARD HOTEL.

BY kind permission of Lt.-Col. AITKIN and Officers of the Band of the 119th Infantry will play the following Programme of Music, at the above Hotel, during Dinner, TO-NIGHT, the 9th November (weather permitting).
"Right-left".....Souza
Overture....."La Parpe de Nuremberg".....Adam
Waltz....."Jeunesse Doree".....Waldteufel
Selection....."Gondoliers".....Sullivan
Song....."Mona".....Adam
Two-step....."Arrival of the Gecks".....Moret
God Save the King.
Hongkong, 9th November, 1905.

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on THURSDAY, the 23rd day of November, 1905, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts for the 31st July, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd November, 1905, both days inclusive.
By Order of the Board of Directors,
B. A. SETH, Secretary.
Hongkong, 31st October, 1905.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.
SHAREHOLDERS are hereby notified that the FINAL CALL of \$5.00 (Five Dollars) per Share has been made and is PAYABLE at the Company's Office, St. George's Buildings, on or before 1st December, 1905.

Shareholders are requested when paying the above-mentioned Call to send to the Company's Agents their Provisional Share Certificate for endorsement.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 29th October, 1905.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of November, 1905, at 12 o'clock, Noon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 4th day of November, 1905, will be submitted for confirmation as a Special Resolution.
That the Provisions of the Memorandum of Association of the Society be altered by inserting therein immediately after the words "The Reinsurance of Risks when deemed necessary," the words "and also the entering into partnership or into any arrangement for sharing profits or interest in cooperation with any person or Company, carrying on or engaged in or about to carry on or engage in any business or transaction which the Society is authorized to carry on or engage in or any business or transaction capable of being conducted so as directly or indirectly to benefit the Society, and also the taking or otherwise acquiring and holding the whole or any number of shares in any Company having objects altogether or in part similar to those of the Society or carrying on any business which the Society is authorized to carry on or any business capable of being conducted so as directly or indirectly to benefit the Society, and also the investing of the moneys of the Society in any manner which may from time to time be determined, and that the objects of the Society be altered accordingly."
Dated the 4th November, 1905.
By Order of the Board,
W. J. SAUNDERS, Secretary.

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MAN-DOLE, and in MUSIC, by a Teacher of Experience.
For terms, apply to—
"The Hongkong Telegraph."
Hongkong, 12th September, 1905.

Intimations.

Anywhere and any time

BOVRIL is the right thing. Being a perfectly scientific combination of the nourishing and the stimulating properties of beef, BOVRIL will always give a good account of itself.

BOVRIL

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.
The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.
Is Self-acting. Always ready for immediate use. Destroys all smoke. Requires only a hand to hold. Can be used by anyone, even lady. Weight only 16 lbs. when full. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.
Hongkong, 12th July, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager.
Hongkong, 7th February, 1905.

VICTORIA HOTEL, MACAO HOTEL,

SHAMEEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.
Wm. FAHYER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 567.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900.

CONNAUGHT HOTEL.

HONGKONG.
No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL,

PRINCIPAL OFFICES and in the MAIN STREET.
Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Hydraulic Elevator. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. (Under European Management). Lunch Service for Guests.
Hongkong, 16th June, 1905.

GO TO THE KOWLOON HOTEL.

For HOTEL COMFORT and the BEST BILLIARDS.
Cable Address—"Chai." KOWLOON.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGUCHO, TOKYO.
LONDON BRANCH—1, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100, HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoseki, Tokyo, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Misaki, Hakodate, Kobe, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.L. Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways, Principal Railway Companies and Industrial Works, Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamato and Ida Coal Mines and SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanagi, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yuzubara and other Coals.
S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.
The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS,
HONGKONG AND CANTON.
Hongkong, 20th September, 1905.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company, are prepared to accept FIRST CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 20th May, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily; Sunday excepted to receive and deliver perishable goods.

Wm. EARLNE, Manager.
Hongkong, 22nd June, 1905.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,360 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. K. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 6 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569 "	C. Butchart.

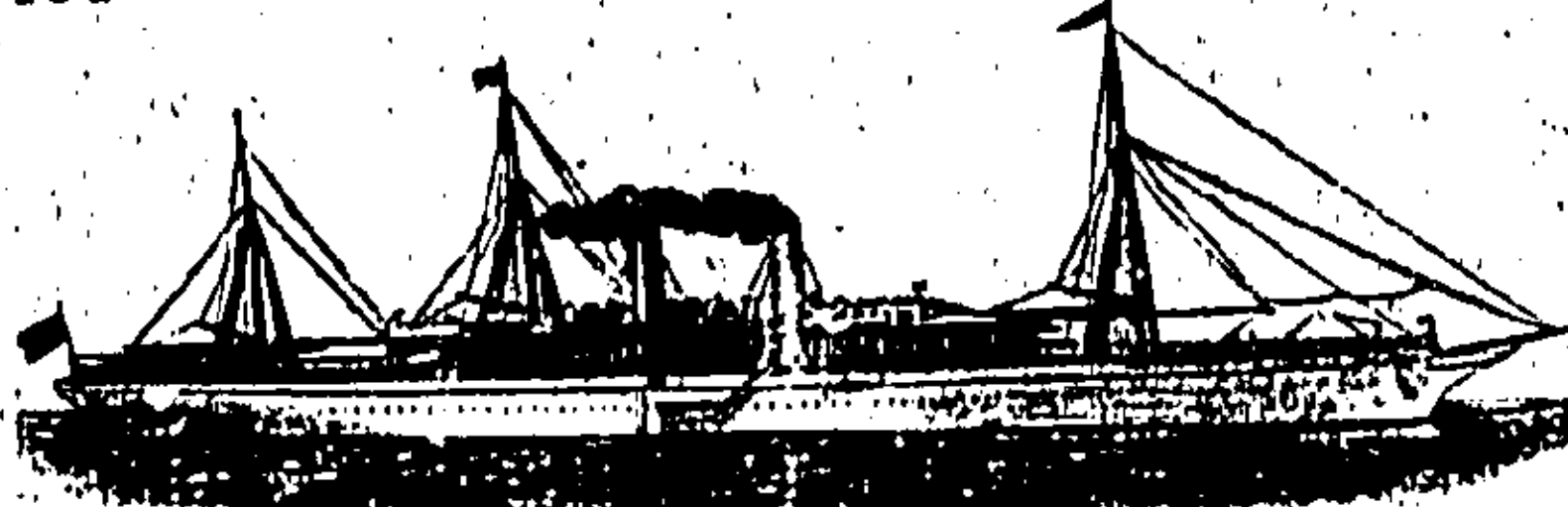
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samsui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samsui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Manilla, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.,
Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPEROR OF INDIA"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,250	W. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
"EMPEROR OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 27th Jan.
"ATHENIAN"	4,400	S. Robinson, R.M.R.	WEDNESDAY, 24th Jan.

Hongkong to London, 1st Class \$140. 2nd Class \$80. 3rd Class \$40. Via New York \$62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail \$40. " " " \$42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 1st November, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.
OBERHAUPTSTADT DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SENEGAMBIA	HAVRE, BREMEN AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	11th Nov. } Freight.
SEBIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	19th Nov. } Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	1st Dec. } Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	13th Dec. } Freight.
MUBIA	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	31st Dec. } Freight.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.
Hongkong, 2nd November, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 25 years experience in TATTOOING is a guarantee of good work and prompt execution. My Clients are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their complexion is only improved by the use of my "The Duke of York" and "The Emperor of Russia" lotions, which I use with their patronage. I have many other clients of high rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.
Hongkong, 18th November, 1905.

Mails

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STREAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.R.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNIESEN	WEDNESDAY, 17th January.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 31st January.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 14th February.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 28th February.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 14th March.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 28th March.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 9th May.
GNIESEN	WEDNESDAY, 23rd May.

ON WEDNESDAY, the 22nd day of November, 1905, at Noon, the Steamship SACHSEN, Capt. F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA, on MONDAY, the 20th November. Cargo and Specie will be received on Board until 2 P.M. on TUESDAY, the 21st November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 21st November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLHELM	4,761	TUESDAY, 12th December.
PRINZ WALDEMAR	3,227	TUESDAY, 9th January.

ON TUESDAY, the 14th November, 1905, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardsess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.
DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE WEDNESDAY, 21st Nov.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. TUESDAY, 22nd Nov.
KOBE & YOKOHAMA WEDNESDAY, 22nd Nov.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 9th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."
SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
Fare for the Round Trip \$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
THE steamers sail from HONGKONG TO SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
Fare for the Round Trip \$30
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VROUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILA STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 19th July, 1905.

Entertainment.

AL FRESCO FETE,
IN AID OF THE FUNDS OF THE
SOCIETY OF ST. VINCENT DE PAUL,
to be held in the Compound of the
ROMAN CATHOLIC CATHEDRAL,
on
SUNDAY,
the 12th November, 1905, from 9 P.M. to 11 P.M.
Admission Ticket \$1
Which is entitled to a Souvenir on its presentation at the Souvenir Pavilion, on the evening of the Fete only.
Tickets can be obtained at Messrs. Grace & Co.'s Hongkong Hotel, at Messrs. Campbell and Moore's Store, and at the Gate on the night of the Fete.
The various stalls will be open for public inspection from 3 to 6 P.M. on the 12th instant.
Hongkong, 1st November, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$1.00 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents—
J. STEPHENSON & CO.,
Hongkong, 19th January, 1905.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$3.50 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905.



THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 275 ft. Width of entrance, top 60.5 ft.; bottom 44 ft. Water on blocks, 26.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating crane is capable of lifting 33 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.
Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[76]

EYES RIGHT.

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—Free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 565, Nanking Road,
Hongkong, 24th March, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAN

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

F. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS'S CURED HAM

REPRESENTATIVES FOR HONGKONG & CHINA

HOWARD & CO.

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

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Intimations.



E BLEND. VERY OLD LIQUEUR SCOTCH WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS,
ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR & CO.,

Wine Merchants,

Will Shortly

REMOVE

to

No. 19,

QUEEN'S

ROAD

CENTRAL

lately occupied

by

Messrs. Kelly & Walsh.

Hongkong, 4th November, 1905.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 9, 1905.

THE KING'S BIRTHDAY.

King Edward the Seventh's birthday is being celebrated to-day in every part of the great Empire which flies the Union Jack. When King Edward ascended the Throne, nearly five years ago, cavaliers were not lacking who doubted whether King Edward would inspire his subjects with that spirit of loyalty and affection, and attract the regard of neighbouring states, which were such eminent characteristics of Queen Victoria's personality. King Edward has not only won a niche in the hearts of his subjects; he is recognised to-day as the leading diplomatist in Europe, the inspiration of *Potentie cordis*, the friend of Japan and the world's peacemaker. While closely observing the etiquette of a constitutional monarch and respecting the rights of a free and independent people, King Edward has, nevertheless, contrived by the exercise of those qualities of dignity, tact and a gracious *bonhomie*—qualities which his detractors denied him—to acquire a preponderating position in the councils of the nation, and within the brief space of five years to add new lustre to the Crown. President Roosevelt is no greater upholder of liberty, no greater exponent of the virtues of peace than King Edward; and the strongest evidence of that fact is the close personal alliance which exists between the Sovereign of Great Britain and the Chief of the Great Republic. A chapter of international history, which when it comes to be written must prove of absorbing interest, will reveal the influence which King Edward exercised in securing peace between Russia and Japan, and who can realise how his power has been, employed to calm the fiery outbursts of his flamboyant nephew in Germany? Within a few years, and mainly owing to His Majesty's efforts, Great Britain has come to be looked upon as a friend by France, feeling between Germany and Great Britain has been reduced, we have cemented our relations with the United States and Japan, and only against Russia is there any spirit of mistrust. These are great accomplishments, achieved by a monarch who might be described as an unaccustomed diplomat, but they are not to be gainsaid. In the Colonies, the Crown, as represented in King Edward was never more respected, and there is not a little hamlet in the wide vastnesses of Canada or the back-blocks of Australia where His Majesty would not find a responsive heart. As a fact, His Majesty's birthday is being celebrated with greater tokens of loyalty and good-will in the Colonies than probably in London, the heart of the Empire, for the King's Birthday is a holiday in most of the Colonies whereas in Great Britain generally it serves simply as a text for discourses on the greatness of the British Empire. In Hongkong we have rejoiced in time-honoured fashion, sedately and without much clamour, but the deepest depths are not productive of the loudest noises, and that feeling of unbounded respect for His Majesty the King is not to be gauged by any outward or visible sign or expression. It is deep-seated, permanent, inviolable, and is founded on a sure basis. The King attains his 64th birthday to-day. "God save the King."

SHANGHAI'S FOREIGN POPULATION.

On the 14th of October last, the Municipal Council of Shanghai took a census of the foreign population of that centre of industry—exclusive of the French Settlement—and some interesting figures are the result. It appears that the total number of Britons, that is to say British-born, is 3713, nearly 1600 ahead of the next nation. There were in Shanghai on the day of the census 1702 male and 1102 female adults; and 459 boys and 450 girls. It would appear that the number of Britishers is steadily increasing at Shanghai; this year the number is 3713; in 1900 it was 2691; in 1895, 1936; in 1890 1574; in 1885, 1453; and in 1880 the number was 1057. Japan comes second on the list with 2,157 of that nation, which is a big jump from the figure, 736, recorded five years ago, and 250 in 1895. The Portuguese number 1,329, as compared with 978 in 1900, and 731 in 1895. Then comes America, fourth on the list, with 993 representatives; twenty years ago there were only 274 Americans in Shanghai. Germans are fifth with 785, which is respectable when compared with the figure 159 recorded in 1880. There are 393 French who do not prefer their own Settlement for residential purposes; five years ago there were only 176; and twenty years ago the figure was 66. Russians number 354—due no doubt to the presence of the warships—at the time of the census in 1880, Russians numbered 3. The list falls away sadly as it goes down the nationalities; the eighth on the roll being Austro-Hungarians with 158 members. Then follow Italian with 148, Spanish 148, Danish 131, Norwegian 93, Swedish 80,

Swiss 80, and so on till we come to "Sunday 3." It would be interesting to know who these "Sunday 3" are, and how they dropped into that column. There seem to be very few Eurasians in Shanghai, at any rate only 323 acknowledge themselves to be Eurasians, and half the number was composed of infants who had no choice, or children under 15 years of age. The total foreign population of Shanghai—always bearing in mind that the French Settlement is not included—amounts to 11,477 persons, nearly double what it was in 1900, when the figures were 6,774; in 1895 the foreigners numbered 4684; in 1890 they were 3821 and twenty years ago they amounted to 3,673. So that within twenty years the foreign population of Shanghai has nearly quadrupled.

LOCAL AND GENERAL.

H.M.S. *Maopien* played the newly-formed Shamoon Football Club at Canton on Tuesday afternoon, and won by three goals to one.

TRIPPLERS returning from a visit to the New Territory state that the second rice crop is an abundant one, while game of the smaller kind—snipe and quail—are plentiful. One party of four guns bagged 37 brace in just under two hours. Wild duck and teal are also coming in.

ADMINISTRATION has been granted in London of the personal estate and effects of Li Hung Chang, of Peking, G.C.V.O., Chinese diplomat who died on November 7, 1901, a widower and intestate. He was reputed to be one of the richest men in China. His estate in the United Kingdom has been valued at £1,400, and administration has been granted to his son, Li Ching Mai, of Peking.

JAPANESE papers state that on the day of the Naval Review the fragments of the Russian shells which fell on the *Asama* during the war, together with articles of furniture damaged by the enemy's fire, were arranged in a group near the seat occupied by His Majesty on that vessel. Many of the articles showed very clearly the hotness of the fire to which the *Asama* had, at various times been exposed. Admiral Togo gave detailed explanations of the circumstances connected with these relics to the Emperor. His Majesty is stated to have been much impressed and to have ordered a few of the shells and other articles to be sent to the Palace, as a memento of the hard service undergone by the *Asama*.

INSANITARY PROPERTIES RESUMPTION.

The following correspondence and report are reprinted from a blue-book on the subject of insaniary property resumptions, during the ten years 1894-1905, laid on the table of the Legislative Council yesterday.

GOVERNOR SIR M. NATHAN TO MR. LYTTELTON.
Government House, Hongkong, 26th September, 1904.
Sir,—Mr. May has in accordance with the instructions contained in your Despatch No. 161, dated the 26th May last, placed before me the correspondence on the subject of a suggested Trust to carry out schemes for the resumption of insaniary areas and the improvement of the City of Victoria.

I entirely concur with him that a considerable sum should be devoted each year to the resumption of insaniary property, and that this resumption should proceed on continuous lines. I do not think it would be desirable that it should be laid down either that a sum of \$350,000 plus half the proceeds of land sales, as proposed by the Committee that reported on the 24th September, 1903, or that a sum of not less than \$100,000 as recommended in Mr. May's despatch No. 150, dated on the 9th April, 1904, should be devoted to resumptions.

With regard to the first of these proposals I am adverse to the introduction into the estimates of the principle, which, if introduced, would admit of various logical extensions, of allocating a special source of receipts to a special subject of expenditure; and with regard to the second I am convinced that were you to lay down any standing instruction for the allocation for a period of years of a large sum for resumptions you would frequently be asked to suspend it. For instance, in the draft Estimates for 1905 it has been necessary on account of contracts already entered into, to set aside \$750,000 for water supply scheme and \$353,500 for continuing the erection of important public buildings that have been commenced. These sums, together with \$359,800 for some smaller continuation services, and a few minor works of sanitary and urgent necessity, bring up the total Public Works Extraordinary Estimates to \$1,600,000, and it has been suggested that \$750,000 of the minimum sum that can be added to the Estimate for compensation and resumptions of insaniary property under the Public Health and Buildings Ordinance of 1893. Had such a standing instruction as that which has been suggested been in force it would have been necessary either to have asked for its suspension, or to have raised additional taxation to meet the wants of the particular year, or to have broken contracts and stopped the execution of the important works in hand, or to have undertaken no other works, however important or urgent. I think that for the present it must be left to the Governor to suggest each year as large a sum as he thinks can conveniently be appropriated and profitably spent on resumptions and compensations.

4. In the circumstances that no sum can be set aside for resumptions on a very extended scale, at any rate until the extensive water supply schemes are completed in 1906, that the lines on which resumptions should be carried out are to some extent already indicated in Mr. O. Chadwick and Dr. W. J. Simpson's Report on the 14th May, 1902, on the question of the Housing of the Population of Hongkong, and that various reports that are received from the Sanitary Board contain specific recommendations for minor resumptions, I do not at present support the proposal for the establishment of a Trust embodied in the Report submitted in Sir H. A. Blake's Despatch No. 48 of the 23rd October, 1903, nor that for an Advisory Board recommended by Mr. May's No. 150, dated the 9th April, 1904. I would leave the tendering of advice as to the areas or buildings to be resumed and the utilization of the resumed areas to the members of the Government responsible for its sanitary measures and for the utilization to the best advantage of Crown Lands.

5. For the double purpose of assisting the secure continuity of policy and of collecting data which would govern any large scheme that may be undertaken in the future, I propose that there should be continuous records of all the resumptions undertaken. These records would consist of a Special Annual Report, prepared by the Director of Public Works, and printed as a Sessional Paper which would show on a general map the position of the areas that have been resumed or are in process of resumption, and on more detailed plans each scheme of resumption, and of relating out the resumed area, and the extent to which each scheme had been carried out by the end of the year dealt with in the Report. It would show also the proportions of each resumed area originally and ultimately devoted to streets, lanes, and open spaces, and to Government purposes, and the progress that had been made in disposing of the new building lots contained within the resumed area, and the receipts obtained in the form of premium for new building lots, as well as a general account giving the total expenditure and receipts for all the resumptions that had been undertaken up to the end of the year with which the Report dealt.

6. If this proposal appears to you worthy of adoption the first Report to be issued for 1904 would deal with the resumptions carried out during the year ended in 1903, and the information already communicated to you in Mr. May's despatch referred to above, with the resumption carried out in the year 1902 of the area near Lower Lascar Row, which formed the subject of Sir William Gascoigne's despatch No. 223 of 27th May, 1901, and with the resumption, recommended by Mr. Chadwick and Professor Simpson in the 4th and 26th paragraphs of their report of the 14th May, 1902, and carried out in the year 1902 of the interior of the block bounded by Gough Street, Queen's Road Central, Wellington Street, and Aberdeen Street.

7. The comparatively small amount of the receipts from the sale of leases within the Tai-ping-shan resumption, and the anticipated small proportion of receipts to outlay in connection with the Gough Street resumption, justify the doubt expressed in the 2nd and 3rd paragraphs of your despatch No. 289 of the 8th December, 1903, as to the immediate remunerativeness of this necessary sanitary work.

I have, etc.

M. NATHAN.

MR. LYTTELTON TO GOVERNOR SIR M. NATHAN.

Downing Street, 3rd November.
Sir,—I have the honour to acknowledge the receipt of your despatch No. 319 of the 26th of September with regard to the suggested Trust to carry out schemes for the resumption of insaniary areas and the improvement of the City of Victoria.

2. I agree generally with your views on this matter, and approve your proposal with regard to the issue of special reports.—I have, etc.

ALFRED LYTTELTON.

FINANCIAL STATEMENT, TO MAY 1ST, 1905.

Dr. Tai-ping-shan.

To amount spent on resumption of property including all costs, fees, etc.	\$81,268.32
Amount spent on construction of roads, sewers, etc.	\$2,059.47
Total	\$83,327.79

Lower Lascar Row.

To amount spent on resumption of property including all costs, fees, etc.	\$36,950.00
Amount spent on construction of roads, sewers, etc.	\$1,147.79
Total	\$38,097.79

Kau-U-Pong.

To amount spent on resumption of property including all costs, fees, etc.	\$237,156.50
Amount spent on construction of roads, sewers, etc.	\$3,187.50*
Total	\$240,344.00

Total amount expended ... \$1,212,769.58

Cr.

By amount received from sales of land	\$171,393.50
By sale of building material, earth deposited in Panya Reclamation, etc.	\$49,930.87
Receipts (salvage land not yet dealt with)	Nil.
Financial deficit	\$1,011,445.21

Total ... \$1,212,769.58

* Estimated further amount required to complete work, \$18,500.

The following report is signed by the Hon. Mr. W. Chatham, the director of public works.

Tai-ping-shan Resumption.—The serious outbreak of plague in 1894 gave rise to the first resumption scheme undertaken for the purpose of improving the sanitary condition of the City of Victoria. During the course of the epidemic, the inhabitants of a large area in the Tai-ping-shan District were evicted, accommodation being provided elsewhere for those who liked to avail themselves of it, and after resumption of the property by the Government, the area was entirely cleared of buildings and laid out afresh in building lots with streets and lanes suitably arranged. Owing to the irregularity and steepness of the ground, the operations involved were of a very extensive and costly nature. Numerous high retaining walls had to be built, streets and lanes formed, and sewers and storm-water drains constructed to suit the re-arrangement of the building lots. The various works were not completed until 1899 and the expenditure on them, after deducting various credits for materials sold or deposited as filling in the Panya Reclamation, amounted to \$103,186.60. The cost of resuming the property, including all charges, was \$821,368.32, making the total cost of scheme \$924,555.92. The amount realized by the sale of building lots up to the present time amounts to \$171,393.50.

A considerable proportion of the land rendered available for building purposes was utilized for the creation of public gardens or devoted to other public purposes, thus reducing the area intended for sale and largely augmenting the financial loss on the scheme.

Lower Lascar Row Resumption.—No further resumptions on sanitary grounds were undertaken until 1902, when Messrs. Chadwick and Simpson visited the Colony to report on its condition from a sanitary point of view, and advise the Government with regard to the adoption of measures for the improvement of the sanitary conditions of the Colony. During their visit a number of houses in the

junction of Lower Lascar Row and Ladder Street. It was considered that an opportunity was thus afforded of improving the neighbourhood, which was a congested one. Messrs. Chadwick and Simpson formulated a small scheme, which they submitted to Government. This scheme was only partially carried out, a portion of it, which involved the payment of heavy compensation without any commensurate benefit to neighbouring properties, being abandoned. The expenditure on the portion carried out was \$38,097.79, the entire area resumed being devoted to the formation of a street about 32 feet wide between the fronting on Circular Quay.

Kau-U-Pong Resumption.—The task of formulating and carrying out improvement schemes in a systematic manner was first undertaken in 1903, when a start was made with a densely built block lying west of Aberdeen Street and between Wellington and Gough Streets and known as Kau-U-Pong. Twenty-four houses in Kau-U-Pong, South West, and eight in On Wo were resumed; in addition to two in Aberdeen Street and three in Gough Street, and all of these were entirely demolished. A new street 30 feet in width, has been constructed and it is proposed to dispose of the surplus land for building purposes. The scheme is not quite completed and a complete and accurate statement of the cost cannot therefore be given.

THE INTERNATIONAL COTTON MANUFACTURING CO., LD.

The report to be presented at the tenth annual meeting of shareholders, to be held at the office of the company, Shanghai, on the 14th inst., is as follows:—

The directors have now the pleasure to submit to the shareholders the audited accounts of the Company for the year ended 30th September 1905.

Conditions generally have been favourable for the spinning industry. An ample supply of cotton at reasonable rates and a good demand for yarn, with excellent working at the mill, have combined to make this the best year the company has had since it commenced operations.

Profit & Loss Account.—Including the balance brought forward from last year of Tls. 13,629.29 there is a sum of Tls. 152,727.47 at the credit of this account, which would be quite sufficient to pay a dividend if other conditions were favourable, but it will be seen that the Company still owes the Russo-Chinese Bank a large amount, and until this is liquidated your directors consider that the best interests of the Company will be served by not attempting to pay dividends, and they propose to dispose of the above balance as follows:—

Write-off plant and machinery	Tls. 500.00
" mill buildings	17,851.20
" Chinese houses	14,610.20
" mill stores	5,787.21
" spinning mill	5,000.00
Place to reserve	500.00
Carry to new account	18,718.82

Tls. 152,727.47

Debiture Account.—In accordance with the conditions under which these were issued, 25 per cent of the net profit has to be paid to the trustees to form a fund for their redemption. As will be seen from the accounts, the sum at credit of Debiture Trust Fund is Tls. 27,600.00; adding Tls. 31,181.15 per cent of net profit of year just closed, there will be a total of Tls. 71,781.15 at the credit of this fund, while out of a proposed issue of Tls. 500,000.00 debentures, only Tls. 134,000.00 have so far been taken up. With the improved finances of the Company, it is thought the balance of these debentures may be placed, as they form an excellent investment, otherwise steps will be taken to pay off all those issued, as soon as possible (the earliest date being 1st March, 1907).

Prospects for the current year are favourable, and your directors have been able to dispose of the mill's production for some months ahead at prices that should show a satisfactory margin if nothing unusual takes place. The mill generally is in excellent order, and the Company's yarn ranks in the market with the best produced locally.

Directors.—Messrs. J. L. Scott and C. Rayner resigned their seats on the Board upon their departure from Shanghai and their places were filled by Messrs. F. Ayscough and M. March, whose election it is necessary to confirm. Mr. Ponte retires by rotation but, being eligible, offers himself for re-election.

Auditor.—Mr. Arthur R. Leake, C.A., audited the accounts now presented and offers himself for re-election.

Following are the accounts:—

PROFIT AND LOSS ACCOUNT AS ON 30TH SEPTEMBER, 1905.

Dr. Tls.

To interest account	Tls. 36,495.57
Less—Rent on Chinese houses	4,488.27
To directors' fees	32,007.30
auditor's fees	4,500.00
balance brought forward, 30th September, 1905	13,629.29
Profit, 30th Sept. 1905	139,008.18
Total	152,727.47

Tls. 152,727.47

Cr. Tls.

By balance 30th September, 1904	13,629.29
transfer fees	18.29
working account	173,156.14
accrued interest debenture trust fund	2,372.95
Total	152,727.47

Tls. 152,727.47

LIABILITIES AND ASSETS AS ON 30TH SEPTEMBER, 1905.

Dr. Tls.

To capital account	628,200.00
debiture account	134,000.00
reserve fund	50,000.00
Russo-Chinese bank	180,751.90
sundry creditors	76,004.35
profit and loss account	152,727.47
Total	1,222,585.72

Tls. 1,222,585.72

Cr. Tls.

By plant and machinery	320,211.40
spinning mill plant	150,000.00
furniture account	5,000.00
sundry debtors	14,179.80
unexpired fire premia	4,133.98
stock on hand	Nil.
Cotton	Tls. 138,327.44
Yarn	29,003.05
Waste & Seeds	2,697.77
Mill stores	25,891.81
Coal	6,732.40
Total	1,061,605.54

Tls. 1,061,605.54

By debenture trust fund 30th September, 1904

11,666.87

Paid trustees 25

3,557.18

Accrued interest

2,372.95

Total

1,061,605.54

Shanghai 31st October, 1905

TELEGRAM

HONGKONG TELEGRAPH

SERVICE

LIEN CHAU MASSACRE.

OFFICIAL INQUIRY OPENED.

DR. MACHLE APPOINTED A MEMBER.

[From Our Special Representation.]

Shamoen (Canton).

9th November, 1905, 8.40 a.m.

The official inquiry into the circumstances attending the murder of the American missionaries at Lien-chau has been opened.

Dr. Machle, who with Miss Patterson is the only other survivor of the American missionary workers in that district, has returned to Canton.

Dr. Machle has been appointed a member of the official Commission of Inquiry.

POST-BELLUM INSTRUCTIONS.

HOME MINISTER'S MESSAGE TO THE GOVERNORS.

The following is taken from the *Japan Chronicle* of 20th October:—

Peace being finally assured and an Imperial Rescript having been issued, Baron Kiyoura, the Minister for Home Affairs, has issued general instructions to the Governors of prefectures. These instructions begin by calling the attention of the local authorities to the fact that the Empire has now taken upon her shoulders the serious duty of guaranteeing the peace of the Far East. By this, combined with the renewal of the Anglo-Japanese Alliance, the prestige of the Empire has been greatly enhanced; and now the movement of the Empire as a nation and the behaviour of the people will be watched by the world with increased attention. Russia has become once more a friendly country, and no discrimination should be made against Russians. The people should therefore be on their guard to avoid such conduct as would impair the good name of the Empire. In particular, increased attention should be directed to the protection of foreign religions, and any cause likely to lead foreigners to doubt the character of the Japanese people should be studiously eradicated.

Referring to the future economic situation, the instructions proceed to say that in the course of the war the country supplied hundreds of millions of yen for the War Fund; and yet the economic situation was maintained in a perfectly sound condition, more private business enterprises coming into existence than before the outbreak of war. This was mainly due to the fact that the people at home displayed great public spirit, were diligent in their business, and performed their duty willingly, remembering the hardships of officers and men at the front who were heroically giving their lives for their country. The War Fund was largely spent in the purchase of war material at home, and this also went a long way. But by the conclusion of peace, those of the people who had been living by the manufacture of war material are to be temporarily thrown out of employment. It is therefore necessary for the local authorities, at the present moment to devise means for relieving these unfortunate persons. At the beginning of the war the prosecution of new local works was suspended, and the works in progress were also brought to a stop in order to lighten as far as practicable the burden on the people. It is, says the message, "necessary to direct careful attention to the consolidation of finance in general, but the advancement of the prosperity of the State does not mean the country is to be content with negative operations. If the local works should be promoted where the circumstances require them. The patriotic spirit excited among the people during the war has resulted in the promotion of various useful public undertakings, and not a few public works, which could not be undertaken on account of local disunion in time of peace, have been successfully accomplished. Forestry and other useful works have been promoted as monuments of the war, and these have maintained the great credit of the Empire. The people may become tired of these exploits; but they must be encouraged to continue. During the war the people at home, old and young, men and women, worked industriously, assisting each other in harmony, and in this way the necessary labour was accomplished despite the large number of able-bodied men drawn for military service. This commendable behaviour should be highly encouraged. Care should also be exercised to regard to soldiers returning with discipline, and to the front, that they live up to their reputation and continue worthy of their decorations."

After referring at some length to the necessity for the relief of the widows and orphans of the men fallen on the field; and those who have been maimed, the instructions conclude:—

"The consolidation of the national resources must not be neglected. The public spirit shown by the people during the war should be applied to work in time of peace, and all should endeavour themselves, advancing their own individual wealth, and so enhancing the national prosperity. Only by so doing can the national glory be preserved and the prosperity of the Empire maintained for ever."

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 15th inst.German (*Prinz Sigismund*) 15th inst.Canadian (*Tartar*) 14th inst.German (*Wilhelm*) 10th inst.Central (*Prinz Sigismund*) 17th and 18th inst.Australian (*Chenghai*) 5th inst.The Imperial German Mail *La Zeyher* which left here on 11th inst. at noon arrived at Canton on 7th inst. at 2 a.m.The Japanese Mail *Yokohama Maru* left here on 11th inst. at noon and arrived at Canton on 7th inst. at 2 a.m.The German Mail *Prinz Sigismund* left here on 11th inst. at noon and arrived at Canton on 7th inst. at 2 a.m.The Canadian Mail *Tartar* left here on 11th inst. at noon and arrived at Canton on 7th inst. at 2 a.m.The German Mail *Wilhelm*

TELEGRAMS.

THE SHANGHAI RACES.

THIRD DAY.

The following are the results of the later races received after going to press last night—

The Grand Stand Stakes. Three quarters of a mile.

- 1.—Mr. Oswald's Silvio.
- 2.—Mr. Charley's The Trout.
- 3.—Mr. Carl's Lonely Knight.

Time: 1.33 1/5.

The Pari-Mutual Cup. One and a half miles.

- 1.—Mr. Marius's Argente.
- 2.—Mr. Buxey's Coronet Rose.
- 3.—Mr. Fearon's Comanche.

Time: 3.18 3/5.

The Manchu Stakes. One and a quarter miles.

- 1.—Mr. Marius's Roland.
- 2.—Mr. Nephew's Marobrunner.
- 3.—Mr. Morris's Blackboy.

Time: 2.42.

The Consolation Cup. One and a quarter miles.

- 1.—The Columbia Stable's Coriander.
- 2.—Mr. Durgor's White Blaze.
- 3.—Mr. John Peel's Nethdale.

Time: 2.47.

The Champion Stakes. One and a quarter miles.

- 1.—Mr. Quebec's Celtic.
- 2.—Mr. John Peel's Cotswold.
- 3.—The Columbia Stable's Ohio.

Time: 2.39.

The Nil Desperandum Cup. Seven Furlongs.

- 1.—Mr. Nephew's Marobrunner.
- 2.—Messrs. Common and Robson's Tiana.
- 3.—The Ring's Janus.

Time: 1.50.

[Reuter's.]

The Anglo-Japanese Treaty.

LONDON, 7th November.

A banquet has been given in honour of Lord Lansdowne, in recognition of the conclusion of the Anglo-Japanese treaty, at which Viscount Hayashi was present and Lord Ashbourne presided.

The Mikado was toasted eulogistically. Lord Lansdowne said that in these days when nations were grouping themselves and arming to the teeth, no nation could venture to stand entirely alone. He eulogised the prowess of our allies, their patriotism, patience, self-restraint and their straightforward diplomacy, and said that he had no better recollections of the Foreign Office than his intercourse with Viscount Hayashi, who was about to be made an ambassador.

In continuation, he said that we had gained an ally of whom we were proud. The alliance was not a conspiracy against others, and there were no unwritten motives, no secret clauses and nothing behind the published documents.

The entente between Great Britain and France had also greatly strengthened the position of both. He deplored the assumption that these understandings necessarily involved the estrangement of other Powers; if any of the latter desired a similar understanding with us, we were willing, provided nothing was done hereafter to impair our friendship with Japan and France.

Football.

Later.

The New Zealand team has beaten Oxford by 47 to nil; the total score of the New Zealand team is 540 against 15.

The Jews in Russia.

The Chief Rabbi in London has received a telegram from a leading Russian Jew, stating that many Jewish communities in Russia are entirely destroyed, and asking for help.

The Rothschilds and others are concerting measures for their relief.

[Strait Times]

Russian Workmen's Demands.

LONDON, 30th October.

At an extraordinary sitting of the Municipality of St. Petersburg, a delegation of a Union representing half a million workmen demanded the intervention of Municipality in order to guarantee their immunity from arrest.

"BIRDS OF A FEATHER."

The artists at the Imperial Theatres and the Justices of the Peace have voted in favour of the strike movement.

Italy and the Porte.

Italy avers that a naval demonstration against the Porte would be further futile, but she will act if necessary.

King Entertains Lord Minto.

Lord Minto, the new Viceroy of India, lunched with King Edward at Buckingham Palace and took leave of His Majesty prior to his departure for India.

In Paris, where the French translation of the late Oscar Wilde's "De Profundis" has found an extensive sale, it is thought to be not unlikely that things will happen over the veritable version. The sale profits of the version, it is stated, amount to £200,000 between £200 and £500. This is claimed by the Official Receiver in bankruptcy for the benefit of the English creditors of the author.

THE KING'S BIRTHDAY.

THE REVIEW.

To-day His Most Gracious Majesty, King Edward VII., of Great Britain and Ireland and the British Dominions beyond the Seas, Emperor of India, has attained his sixty-fourth birthday, and Hongkong in common with the whole British Empire has rejoiced and been glad, and do so, in gala dress—the dress of immortal bunting. The Royal Standard was hoisted at Government House, Military and Naval headquarters, on the Meane, and at Headquarters House at eight o'clock this morning. The Government and many private offices were closed, as were also all the schools throughout the Colony. The harbour presented a very gay sight, as all the British ships at anchor were 'dressed' and the flags flying to the breeze in instabilities and cloudless sky seemed to tell out in the world of the Empire's rejoicing, while several of the foreign Consuls displayed the British flag alongside those of their own country, this being particularly noticeable in the case of the Japanese Consul, and the leading Japanese business firms in the Colony. The usual Royal Salutes were fired at noon both ashore and afloat.

The day broke bright and clear, and the celebrations were begun by the Birthday Parade on the Happy Valley which for the second time took place in the morning instead of, as heretofore, in the afternoon, which gave all those taking part a better chance of holiday making. Full advantage was taken of the opportunity, and chairs, and rickshaws and the tram cars must have reaped what must now be probably looked upon as an annual harvest—though how many of the coolies understand the reason!

To-night His Excellency the Governor, Sir Matthew Nathan, gave a Birthday Dinner to Civilian at Government House, while His Excellency Major-General Villiers Hutton entertained the military officers, and Commodore Williams the naval officers, at their respective headquarters, after which a general adjournment will be made to attend the levee to be held by His Excellency the Governor at 10 p.m.

THE GARRISON PARADE.

In brilliant cloudless weather the annual parade in honour of His Majesty's birthday was held on the Happy Valley this morning, the Valley presenting a very gay and animated appearance with the throng of spectators, which on a conservative estimate were computed at between six and seven thousand souls. In command of the troops was His Excellency Major-General Villiers Hutton, G.C.B., who was accompanied by his staff consisting of Capt. E. S. Ward, A.D.C., Major A. A. Chichester, D.S.O., C.S.O., Major R. J. Ross, D.A.Q.M.G., and Lt. Colonel F. E. Kent, O.C.R.A., who arrived on the ground at 9.30 a.m. and took up their position at the saluting base, there to await the arrival of His Excellency the Governor, who came on the scene punctually at 9.45 a.m. accompanied by Captain Arbuthnot-Leslie, A.D.C., and Captain W. Armstrong, hon. A.D.C., and two Indian A.D.C.'s his arrival being signalled by the hoisting of the Royal Standard and the playing of the National Anthem.

The troops in Garrison paraded as strong as possible, drawn up in two lines facing south west and parallel to the racing track, with 12 paces interval between units, with bayonets fixed, in the following order. On the right of the line the Mounted Troop of the H.K.V. Corps, and on their left, at the distances named, Royal Garrison Artillery, Royal Engineers, 2nd Royal West Kent, H.K.S.B.F.G.A., Hongkong Volunteer Corps, 19th Infantry, 12th Baluchis.

The whole body of the troops presented a smart and workmanlike appearance, and executed the movements mentioned below with excellent precision. A feature of this parade was that for the first time mounted troops, the Hongkong Mounted Volunteers, 25 strong, took part.

The 255 guns of the H.K.S.B.F.G.A. took up positions on the extreme right of the line, on the track, the Bands being massed in the rear of the centre of the line, facing the saluting base, under the bandmaster of the Royal West Kent. As soon as His Excellency the Governor arrived the division came to attention and saluted, and then, on the last sound of a "G" from the Trumpeter the Royal Salute was given, and present arms. They then came to the slope, and His Excellency the Governor then made his inspection, riding slowly up and down the front and rear of the lines, accompanied by H.E. Major-General Villiers Hutton and his respective Staffs. After the inspection His Excellency the Governor returned, and took up his position at the saluting base, which was the signal for the firing of the first round of seven guns of the Royal Salute, followed by the firing of a *feu de joie* by the whole of the troops, the Bands playing the first part of the National Anthem. This was repeated until the 25 guns had completed the Salute and the troops the third round of the *feu de joie*, the massed Bands then playing the whole of the National Anthem in fine style. The final march past was executed in a splendid manner, the units marching in the order named above, and all marching as one man. It was noticeable that a much higher standard had been erected at the saluting base than that used last year, and as there was a strong breeze blowing, the Royal Standard made a fine showing, flying brightly to the breeze, in contradistinction to last year, when about a third of it dragged on the ground in the still air. The Garrison Police and Local Company Royal Engineers kept the ground under the direction of the Garrison Sergeant Major.

The Principal Medical Officer made the necessary medical arrangements, and the C.R.E. arranged for the saluting flags and flagstaff, in conjunction with the C.O.O. The Officer Commanding the Army Service Corps provided the Royal Standard which was unfurled on the arrival of His Excellency the Governor on the ground.

Everything from start to finish went very well, and the whole parade proved a most imposing and impressive spectacle and was all over by 11 a.m. when the men marched back to quarters.

MEN-CHAU MASSACRE.

FULL STORY OF THE TRAGEDY.

AS RELATED BY THE SURVIVORS.

[From A Correspondent.]

Samshui, Nov. 8th, 1905.

The party sent up the river to bring Dr. Machle and Miss Patterson down reached Samshui this evening. From them we have been able to gather the full story of the killing of the missionaries and the destruction of the Mission property.

Dr. Machle with his wife and daughter, the Rev. J. R. Peale and wife reached Lien-chau on the evening of the 27th Oct. About nine o'clock Dr. Machle with Dr. Chesnut went to the hospitals. There are two hospitals: one for men and one for women. These hospitals are across the river from Lien-chau city. Dr. Machle found the Chinese engaged in a *fa tsu* at a little temple situated near the hospital. The match of the *fa tsu* was built partly on the mission ground. In passing the temple Dr. Machle picked up three cannon which a boy was preparing to fire. At the same time Dr. Machle told the boy to tell three old men to come out and speak to him. This he supposed would be better than going into the temple and disturbing the people at their worship. Three old men came to Dr. Machle at the entrance to the hospital. They agreed with the doctor that it was not right to build on the mission ground, but asked that as it was the last day of the feast that the match be allowed to remain. They promised not to build in the same place next year. Thereupon the cannon were handed back to the elders and the matter was settled. But some young roughs were not satisfied and would not listen to the old men. One rough struck

DR. MACHLE ON THE ARM and bricks were thrown. Mrs. Machle, and Mr. Peale joined the doctor at the hospital about this time. Dr. Chesnut thinking there would be trouble started for the yamen, but could not get there because of the crowd and was taken on board a guard boat. The mob then seemed to scatter and Dr. Machle, his wife and Mr. Peale returned to the mission residence, which is about seven minutes' walk from the hospital. Soon after this Dr. Chesnut returned under the care of some soldiers. The two civil officials and three military officials were also gathered on the mission compound. The mob had not scattered, as was supposed, but began to loot the women's hospital.

WOMEN'S HOSPITAL LOOTED.

In looking they found a skull of a child and a pelvis which Dr. Chesnut had brought from America to use in teaching the students. The finding of these things enraged the mob. The men's hospital was next searched and a monkey and some specimens which Dr. Machle used in teaching were found. These were all placed on a bamboo tray and carried through the city with a man beating a gong in front. A great mob gathered. The hospitals were burned. Then the mob made for the residence. The missionaries, fearing that their presence in the buildings would anger the mob, started for the river to a boat which they expected the officials had in waiting to take them to the yamen.

AN ENEMY.

The man who came from [?] professed to be from the yamen. Instead of getting to the boat and across the river they were delayed until it became evident that this man was an enemy seeking to deliver them into the hands of the mob. The seven missionaries then followed this man to a small temple behind, which there is a cave. As soon as they entered the temple the priest and the guide demanded money. Fearing that there would be no safety in the temple they were preparing to leave when the mob came upon them. They rushed into the cave and scattered in all directions. After this separation one did not know what was befalling the others. It seems that Dr. Chesnut and Mrs. Machle were soon found.

HORRIBLE BURNINGS.

They were taken to a tree in front of the temple and the mob looked at them and deliberated for about fifteen minutes. Then Dr. Chesnut and my Machle were taken to the river. Amy was thrown in with her clothes on. Dr. Chesnut was stripped almost naked and thrown in. I saw him. Amy Machle caught a shrub growing by the river. Here they were allowed to remain for about fifteen minutes. Then a man waded into the river and pierced Dr. Chesnut through the body and Amy Machle through the head with a Chinese trident. They were then knocked about a good deal and then tossed into the river. Mrs. Machle was sitting under the tree telling the people the folly of these wicked deeds when a man lifted a large stone and beat out her brains. She was then stripped of her clothing and dragged to the river and thrown in. After these had been killed search was again made and soon the Peales were found. They had evidently been hiding together. They were brought to the front of the people and stripped of all clothing and made to stand before the crowd for upwards of fifteen minutes.

CLUBBED TO DEATH.

Then a man with a club knocked Mr. Peale on the head and beat him to death before his wife. Shortly after Mrs. Peale was killed in like manner. They were also thrown into the river. Dr. Machle found a small hole in the cave with water in it and he lay in the water almost covered for some hours. Miss Patterson found a deep hole almost like a well into which she plunged and remained hidden. Search was made for these two for hours, but they escaped. About four o'clock the military official with some soldiers came to the cave as the mob had withdrawn to feast. Dr. Machle recognised the official by his clothes and came out. A Chinaman told him where Miss Patterson was hidden and he brought her out. They were then dressed in Chinese clothes as soldiers and after dark taken to the civil magistrate's yard. During the night there were rumours that the mob was looking about the yamen and during the darkness the two were transferred to the Military yamen. Four days later they started for Canton and met the rescue party a little above Taiping. Dr. Machle and Miss Patterson reached Samshui this evening.

We understand that the United States Consul-General will proceed at once to Lien-chau and make an investigation. From what we can learn the local magistrates are probably helpless. The city has a police force of thirty soldiers of all kinds and these went to the

case of the trouble unarmoured. The Viceroy withdrew nearly all the troops some weeks ago. These 'do not seem' to have been any direct connection between the outbreak and the boycott had much to do with it. The people are in a state of unrest and dissatisfaction with all things foreign. They are in a surly mood, and just ready for anything.

MISSION COMMITTEE'S RETURN.

DR. MACHLE NOT SERIOUSLY INJURED.

[From Our Special Representative.]

Canton, 7th November, 1905.

I understand that Dr. Machle and Miss Patterson are due here to-morrow morning, together with Dr. Noyes, Beattie and Todd and the missionaries from Ying-tok. An inquiry is first being held at the Consulate. Total West leaves on a Chinese gunboat with 60 soldiers to-morrow morning, and the Commissioners are expected to pick them up at Samshui. Dr. Noyes and party have not been as far as Lien-chau; they are returning here from Chingyuen, I think. The full names of the American officials of whom I wrote you earlier are Lieut.-Commander E. W. Evans, of the U.S. battleship *Oregon*, and Lieut. D. E. Dismukes of the U.S. monitor *Monadnock*. It is believed that Dr. Machle is not seriously injured.

SHIPBUILDING IN JAPAN.

A RESIDENT AMERICAN VIEW.

We recently referred to the opening article of a series that is being written for the *Engineering Magazine* (U.S.A.) by Mr. Chas. Albertson, formerly of Kobe. The writer's object is to depict in a series of illustrated articles the dockyards and shipbuilding plant in Japan, and before entering upon his subject proper he makes a few interesting observations on the Japanese people. After opening with a short description of the island, Mr. Albertson proceeds:

"When considering Japan's progress it is well to remember that there are at least two viewpoints. One is the Japanese; and if we judge by their notions, the advancement during the time occupied by the last half of Marquis Ito's public life alone is little less than marvellous. This is the point of view persistently put forward by them and often seen in newspapers. On the other hand, from the outlook of a foreigner who has lived in Japan and knows the average well-to-do, the exceptional conditions they still have a long way to go in their industries and civilisation to attain the eminence they are popularly given credit for having already reached."

"The plant used in mining of all descriptions is referred to, and the management of the railroad, postal, and telegraph system briefly commented upon, after which the writer proceeds as follows:—

"Even yet, in the matter of competition, the ship-building capabilities of the Mikado's Empire are not large enough to be of intense interest or much concern to the mighty ship-building nations of the earth. However, since Japan is creating an interest in herself by rapidly forging ahead and properly taking her place in the family of nations, all that directly pertains to her growth and welfare must sooner or later interest the other nations. Moreover, because of her insular and isolated position, she herself is mightily interested in and may later become dependent upon her ship-building interests, both industrial and as a means of defence."

National pride is a strong Japanese characteristic, and hence while there is no especial antagonism against the foreigner the Japanese earnestly desire to get all industries in their own hands and then be independent. This desire will be a long while in seeing its fulfilment, for we are none of us independent."

Rear-Admiral Sasan, director of the Naval Construction Corps, said in an address two years ago that it is not nearly so hard to carry to point how important it becomes to promote other industries connected with shipbuilding, in order that we may drive out foreign-made goods altogether from ships built in this country." A Japanese engineering journal voices the same sentiment, a native translation of which follows:—"It is to be extremely regret that there still imported from abroad for larger ships, but it is very joyful for these Japanese ship-building business were incidentally improved by each new year."

It is well to keep continually in mind the fact that Japan has done but little or nothing to add to the science of ship or engine building. Other nations have learned nothing new from her along these lines, yet this should not detract from the credit due her on account of her splendid advancement."

Her problem is the adaptation of the present knowledge of other peoples to her own use, and the training of men in use this knowledge for her benefit. This in itself is a large undertaking, but the results show strikingly how well it has been accomplished. She did not start with the old-fashioned paddle-wheel steamer and its primitive machinery, but jumped at once from the wooden junk to single and twin-screw steamers with compound and triple-expansion engines. She has been compelled to develop men rather than in machinery. Even with the advantage of starting way up the ladder of science, she still has many, many rungs to climb in order to reach the height attained by other nations. That she is climbing, and climbing well, everyone admits."

It is a curious fact, worthy of note, that Japanese thought and language contain absolutely nothing in the way of words, or parts of words that could be pieced together, to express modern shipbuilding and marine terms. They have therefore borrowed outright most of the English technical terms, and use these although at the Mitsui Bishi works a few old Dutch words linger in use. Even on shipboard a Japanese captain gives his commands in English. All this helps to show how very new and strange shipbuilding and its component industries were to the Japanese."

If one could be dropped unawares into a modern Japanese shipyard, with eyes blindfolded and the peculiar sounds of the Japanese language kept from the ears, the sensation produced would be exactly similar to stepping into an English or American shipyard, for the clatter of pneumatic caulkers, riveters and chippers, the rattle of plates, the glinting of punching and steering machines, the thud and jar of steam hammers, the whirr of motors, the crunching hydraulic machines, and the racket and rattle of hammers and machine tools generally all conspire to give one the same feeling of progress and activity in the various departments that would be experienced in the home land. The appliances are the same, the result is the same, but the work is being done by a different nationality—one that is strictly Oriental, but nevertheless one that is versatile enough to take up the best that all nations have to offer."

About three hundred years ago, Japan was one of the most progressive, vigorous, powerful, of all the maritime and ship-building nations of the Far East. So up went her towering people designing and building the great ships that she developed a fleet of fast, three-masted junks which out-sailed the ships of China, Korea, and all other Eastern nations.

This superiority in the matter of speed, besides building up a great sea trade, soon produced a class of pirates who plundered everything upon the high seas. Complacently complaining from other nations reached the ruling Shoguns at Yedo. For this and other reasons an edict was finally issued forbidding the building of junks having more than one mast. From that time even to the present day, many of these picturesque though awkward, one-hundred-ton junks sail the island-fitted waters of Japan. A later law giving full freedom to ship-building favours a type of foreign schooner rig, and soon the big, single, square sail will be seen no more."

Under a wiser régime her summarily arrested development has taken on a new start and a new form, for to-day she builds in steel and sails by steam. It is no news that Japan is making a mark in the great world, and to a shipbuilder and associated industries it will doubtless be of interest to know what may be expected of the little Sea Realm in an industry upon which she is so dependent. England, once surely and easily crowned in the yearly construction of vast maritime fleets and great navies of peacekeepers, Germany has startled the marine world by her strides in the same direction, and lately the United States has surprised the globe with the work of her new and old shipyards, particularly as evidenced in the small though unexcelled home-built navy."

After reviewing the commercial dockyards, the opening article makes a brief reference to the naval yards, and concludes as follows:—

All of these yards are so located and fortified that it would be almost impossible for a foreign navy to get anywhere within range of them. The Japanese, to a greater or less degree, build torpedo-boats and destroyers, of which they have added many to the navy. The preparedness and excellent condition of his Imperial Japanese Majesty's Navy in its recent battles prove conclusively that these yards are well equipped and mighty efficient—*Japan Chronicle*.

BANKING BUSINESS IN JAPAN.

DECLINING PRAISE FROM MR. BRYAN.

Mr. Bryan's reference to the banking business in Japan in the course of his recent speech delivered at a meeting of the Japan Economic Society has given an incentive to the *Chicago Herald* to devote an article to the subject. Our (*Japan Chronicle*) Tokyo contemporary remarks that Mr. Bryan, premising that the receiving of deposits by a bank beyond its refunding capacity is dangerous, argued that the foundation of the Japanese banks, generally speaking, is more sound than that of the American institutions, for whereas the total amount of deposits of the latter amounted to thirty times their capital, that of the Japanese was only twice their capital. The Tokyo journal, however, is at a loss to know whether this statement of Mr. Bryan is to be taken as a word of encouragement to the Japanese bankers or not. It is not at all improbable, the *Chicago Herald* continues, that the connection drawn by Mr. Bryan between the refunding power of a bank and the amount of its capital may have been an expedient devised by him simply to praise the Japanese banks. The deposits of a bank will not always keep in proportion with its capital, and provided that the deposits are employed in a safe and legitimate manner there can be not the least danger even if they amount to many times the capital. In short, a bank having deposits amounting to many times its capital is not necessarily in as critical a position as a bank in opposite circumstances, whose position may not be at all safe. If the credit of banks is high, and the people who make use of these are wealthy, the amount of deposits will increase irrespective of the capital. There is no need to stop to inquire whether the American banks are safe or not; the fact remains that the amount of deposits in America is steadily on the increase. As for Japan it is regrettable that the amount of deposits is very small in comparison with America, as will be seen from the figures given below:—

	Declared capital.	Deposits.	Ratio of deposits to capital.
	1,000 yen	1,000 yen	per cent.
Tokyo.....	75,636	166,345	220
Osaka.....	24,070	80,132	330
Yokohama.....	8,280	19,318	230
Nagoya.....	6,990	16,760	240
Kyoto.....	5,250	21,999	420
Kobe.....	4,550	21,700	480
Total.....	116,474	854,845	160

(Note.—Amongst the "special banks" are included the Japan, Specie, Ilypotheec, Industrial, Formosa, Hokkaido and other banks.) As shown above, the average proportion of deposits to capital is only 160 per cent., which sinks into insignificance compared with the 300 per cent. of the American banks. "In the larger cities Kobe heads the list with 400 per cent., and so on. So long as a bank solely relies upon its capital in the conduct of business, its scope will be necessarily limited; and for this reason it must aim at absorbing as large an amount of deposits as possible by enhancing its credit. The banking business in Japan is still in a state of infancy, and scarcely bears comparison with that of America. It is therefore the duty of the Japanese bankers, the commercial organ concludes, to try and convince the people of the usefulness of the banks and further increase the amount of deposits, so that if Mr. Bryan comes to Japan again some years hence he will be convinced of the erroneous nature of the praise he has given to the position of Japanese banking."

To-day's Advertisement.

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REDUCTION IN PRICES.

CUSTOMERS are requested to note the following REDUCTION in PRICES:—

AUSTRALIAN SMOKED MULLET.....	0.50 per lb.
AUSTRALIAN SMOKED SCHNAPPER.....	0.50
AUSTRALIAN OYSTERS, 25 doz. Bottles.....	1.00
AUSTRALIAN OYSTERS, 5 doz. Bottles.....	1.00

Hongkong, 7th November, 1905.

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60 NEW PIANOS arrived for our NEW STORE.

Bechstein, Steinway, Winkelmann, Krauss, Haake, AND OTHER FAMOUS AND WELL-TRIED MAKERS, ALSO

BABY GRANDS, AT PRICES OF COTTAGES, OCCUPYING SAME SPACE AND WITH ALL THE FINE TONE AND APPEARANCE OF A FULL GRAND.

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(114)

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	21st November.
GLASGOW and LIVERPOOL	"PRAM"	26th "
GLASGOW and LIVERPOOL	"QANFA"	29th "
GLASGOW and LIVERPOOL	"AJAX"	5th December.
GLASGOW and LIVERPOOL	"HUICHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st November.
GENOA, MARSEILLES & L'POOL	"CALCHAS"	24th "
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	1st December.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"—"	"—"

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th November, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	12th November.
MANILA	"KAIFONG"	14th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	16th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TSINAN"	29th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

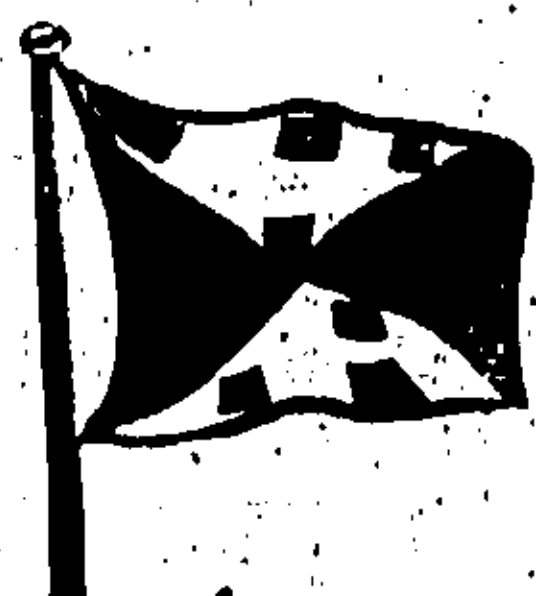
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th November, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

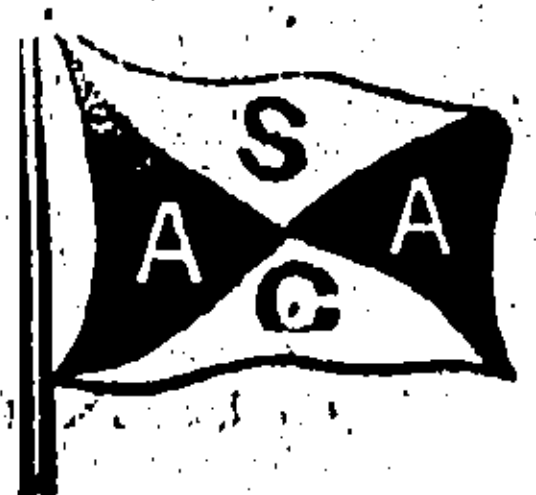
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	A. H. Nottley	MANILA via AMOY	FRIDAY, 10th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th November, 1905.



HONGKONG NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRANI"	FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

BOO CHEONG.

STATIONERY AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying, Presses, also Automatic Cylinders
and Ellipse Duplicator.
Hongkong, 23rd February, 1905.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph
and they are warned against paying more than
TEN CENTS (10c.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 23rd September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; and Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Stowage, 10 cents.
Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 T. R. MEAD.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI via SWATOW HANGSANG FRIDAY, 10th Nov., Daylight.
MANILA YUENSANG FRIDAY, 10th Nov., 4 P.M.
KOBE HOUSANG SATURDAY, 11th Nov., 3 P.M.
SGAPORE, SRABAYA & SAMARANG FOOSHING SATURDAY, 11th Nov., 3 P.M.
SGAPORE, PENANG & CALCUTTA NAMSANG TUESDAY, 14th Nov., 3 P.M.
* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th November, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitzenhain	November 10th, 1905.
"ARAGONIA"	4,198	Ernst	November 29th, "
"NICOMEDIA"	4,370	Wagemann	December 22nd, "
"NUMANTIA"	4,370	Feldtmann	January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"
Captain McIntosh, will be despatched as above,
on or about WEDNESDAY, the 15th instant,
or to be followed by S.S. "BENMOHR," a
fortnight later.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd November, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain Powell, will be despatched for the above
Ports, on WEDNESDAY, the 29th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd November, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS
FOR SHANGHAI-KOBE AND
YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Charbonnel, will be despatched for the
above Ports, on or about MONDAY, the 13th
instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 6th November, 1905.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SITHONIA,"
Captain Brehmer, will be despatched for the
above Ports, on THURSDAY, the 16th instant,
at 5 P.M.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th November, 1905.

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE.

HONGKONG-VLADIVOSTOCK,
(CALLING AT NAGASAKI).
Next Sailing

THE Steamship

"ITHAKA,"
Captain Eckhorn, about middle of November.
For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd November, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About
"WRAY CASTLE" 11th November.
"GHAAZE" to follow.
"LOTHIAN" to follow.

For Freight and further information, apply to

DOUWELL & Co., LIMITED,
Agents.

Hongkong, 26th October, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THEY & O'S N. COY. STEAMER
"PALERMO"

FROM ANTWERP-LONDON-MALTA,
PORT SAID-SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., as S.S. "Sardinia."

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 14th instant, at
4 P.M., will be subject to rent.

Damaged Packages must be left in the
Godowns for examination by the Consignee
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th November, 1905.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"RUGIA"

Captain von Hoff, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignee's risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 14th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are to
be left in the Godown, where they will be
examined on the 14th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th November, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 9th instant, will be
landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th November, 1905.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA,"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 6th November, 1905.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
&c., as S.S. "Charmante" and from Bombay
as S.S. "Frederic Morel," in connection with the
Steamer, are hereby informed that their Goods
are being landed and stored at
their risks into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignee's risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 14th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are to
be left in the Godown, where they will be
examined on the 14th instant at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd November, 1905.

Consumers.

NORDEUTSCHER LLOYD BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamer

"PRINZ REGENT LUITPOLD"

having arrived from Bremen and Hamburg
with the Consignment of Opium, Trans-shipment is being
landed and stored at their risks into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-DAY.

No Claims will be admitted after the Goods
have left the Godown and all Goods remaining
undelivered after the 14th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are to
be left in the Godown, where they will be
examined on TUESDAY, the 14th instant, at
3.30 A.M.

All Claims must reach us before the 14th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the
Undersigned.

NORDEUTSCHER LLOYD
MELCHERS & Co.,
Agents.

Hongkong, 8th November, 1905.

For Sale.

A. CHAZALON & CO.

6 QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS
and PROVISIONS, of which they have

always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

</

Intimation.

THE HONGKONG-FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL, DAIRY FARM FED PORK.

Capons, Dairy Farm Fed (dressed) \$1.05 each
 Chickens do do 0.75
 Chickens' Livers do do 0.04
 Chickens' Gizzards do do 0.04
 "Came" Meat Extract, 2 oz. 0.70 per pot.
 "do do 4 oz. 1.25
 Ducks, Local (dressed) 0.65 each
 Ducks, Wild do do 0.75
 Fish, Australian Smoked Mullet, 0.50 per lb
 Fish, do do Schnapper 0.65
 Geese, Local (dressed) 1.50 each
 Hares, Australian 1st Grade 1.40
 Ham, Best York 0.70 per lb
 Ham, Australian, "Pineapple" Brand 0.60
 (2 cts. extra per lb for Ham if cut).
 Kidneys, Australian Sheep 0.05 each
 Lemons, Australian 48 cts. & 60 cts. per doz.
 Oysters, American (large size, in tin) 2.50 per tin
 Oysters, Australian (in bottles of \$1.25 & \$2.50 24 and 5 doz.) 0.75 per bottle
 Partridges, Local 0.75
 Pigeons, Local 0.25
 Pigeons, Wild (dressed) 0.20
 Rabbits, Australian 1st Grade 0.05
 Rice Birds 0.35 per doz.
 Sausages, Australian 0.65 per lb
 Sausages, Own Make (of Australian Meats) 0.25
 Snipe, Local 0.25 each
 Tongues, Australian Sheep 0.20
 Turkeys, Choice Australian (plucked) 0.60 per lb

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
 Orders for NOON should be sent in by 8.00 A.M. the same day.
 Orders for 3.30 P.M. should be sent in by NOON the same day.
 Hongkong, 7th November, 1905. [988]

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SALAZIE."

Captain Eschenauer, will be despatched, for MARSEILLES on TUESDAY, the 14th November, at 1 P.M.
 This Steamer connects at Colombo with the Australian line s.s. *Ville de la Citadelle* bound for Marseilles via Bombay and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
 S.S. *TOURANE*.....18th November.
 S.S. *TOKIN*.....12th December.
 G. DE CHAMPEAUX, Agent.

Hongkong, 1st November, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	20th Nov.
<i>Tramont</i>	9,600	T. W. Garlick	24th Nov.
<i>Lyra</i>	4,417	G. V. Williams	9th Dec.
<i>Pistides</i>	3,753	F. G. Purinton	29th Dec.
<i>Shawmut</i>	9,600	E. V. Roberts	.....

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tramont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.
 Barber's shop and steam-laundry. Cargo carried in cold storage.
 For further information, apply to DODWELL & CO., LIMITED, General Agents.
 Queen's Buildings, Hongkong, 25th October, 1905. [8]

Mail.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR FRANTS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE H.B. Steamship

"ARCADIA."

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, on SATURDAY, the 18th November, 1905, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7th Nov. from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Mooltan*, due in London on the 30th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th November, 1905. [988]

To Let.

TO LET.

No. 4, CLIFTON GARDENS, Conduit Road.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th October, 1905. [1062]

TO LET.

No. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1905. [900]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th October, 1905. [69]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon. Later alterations given under "Commercial Intelligence" page.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	REMARKS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$150,000	11,702,728	\$1.15 @ exchange 1/10 = \$18.66 1/2 for first half-year 1905	4 1/2 %
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 5/6) for 1903	5 1/2 %
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,815	\$211,540	\$20 for 1904	6 1/2 %
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$50,000 \$161,902 \$362,566 \$371,445	Nil.	\$4 1/2 for year ended 31.1.1904	5 1/2 %
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	8 1/2 %
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$11,451 \$1,042,910 \$1,133,364 \$750,000	\$2,339,112	14/- for 1904	5 1/2 %
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$5,000 \$1,800 \$1,800	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,193 \$1,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,305	\$360,372	\$34 for 1903	10 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,638	\$8,832	\$1 for 1904	5 1/2 %
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$88,941 \$250,000 \$300,000 \$145,376 \$120,000	Nil.	\$3 1/2 for year ended 30.6.1905	11 1/2 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$241,157 \$21,899 \$1,000,000	18.0 4	\$1 for first half-year 1905	7 1/2 %
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 Tls. 100,000 Tls. 50,000	£4,435	12/- @ 1/10 = \$6.25 1/2 for 1904	6 1/2 %
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 Tls. 40,000	Tls. 43,762	Interim of Tls. 2 for 1905	7 1/2 %
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 5,000 Tls. 20,000	Tls. 21,762	Interim of Tls. 1 for 1905	8 1/2 %
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,116	£38,852	Interim of 1/- (Coupon No. 5) for 1904	5 1/2 %
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000 \$24,217 \$400,000 \$130,153	\$929	\$1.80 for year ending 30.1.1905	5 1/2 %
Straits Steamship Company, Limited	5,000	100	\$100	\$500,000 \$21,775 \$130,153	121,231	\$10 for 1904	7 1/2 %
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 15,000 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	15 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$250,000	\$42,812	Interim of \$10 for 1905	10 1/2 %
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$5 for 1897	11 1/2 %
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	11 1/2 %
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 \$12,280	£7,820	Final of 1/- (No. 5)	.....
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	.....
Rub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	.....
DOCKS, WHARVES & GODOWNS.							
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 \$70,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %
Fenwick (Gen.) & Co., Limited	12,000	\$25	\$25	\$300,000 \$10,000 \$10,000	\$8,577	\$2.75 for 1904 on old capital	.....
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$41,500	\$20,422	Interim of \$2 1/2 for 1905	4 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$15,500	\$501,332	\$6 for first half-year 1904	7 1/2 %
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$500,000 Tls. 40,000	Dr. 10,260	\$1 1/2 for 1903	7 1/2 %
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 3,200,000 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 2,762	Tls. 18 for 1904	9 1/2 %
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,516 Tls. 34,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 1/2 %
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 806	Interim of Tls. 5 for year 1905	12 1/2 %
Central Stores, Limited	6,000	\$15	\$15	\$90,000	\$1,502	Final of 60 cents making \$1.60 for 1904	.....
Do. (Founders)	123	\$15	\$15	\$1,845	\$1,502	None	.....
Do. (New Issue)	24,000	\$15	\$15	\$360,000	.....	Preferential of 7 per cent for 1904	7 1/2 %
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$31,087	\$10,126	\$5 for first half-year 1905	6 1/2 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 Tls. 20,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225,000	Tls. 7,203	Interim of Tls. 1 1/2 for 1905	14 1/2 %
Hotel Metropole Company, Limited	9,000	\$100	\$100	\$900,000 \$50,000	First year	Interim of \$4	.....
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$50,000	\$11,958	90 cents for 1904	7 1/2 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 Tls. 88,813	\$377	\$3 for 1904	7 1/2 %
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600,000 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 %
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000	Tls. 670	Interim of Tls. 3 for 1905	12 1/2 %
Tientsin Land Investment Company, Limited	7,225	Tls. 100	Tls. 100	Tls. 722,500	Tls. 725	Interim of Tls. 3 for 1905	6 1/2 %
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %
COTTON MILLS.							
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	7 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$23,264	\$1 for the year ending 31.7.05	7 1/2 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 13,629	Interim of 3 1/2 a/c 1898	.....
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898	.....
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 22,050	4 1/2 for 1897	.....
MISCELLANEOUS.							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year	.....
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$114	\$182	12/6 for 1904	.....
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$182	\$1 for 1904	.....
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	Interim of Tls. 5 for 1905	.....
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 718	Interim of Tls. 3 for 1905	.....
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$1,730	80 cents for 1904	9 1/2 %
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,581	\$1 1/2 for year ending 31.7.1903	.....
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,875,000	\$95,054	\$2 for 1904	7 1/2 %
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000 \$180,000	\$7,551	Final of \$2 1/2 making \$2 1/2 for year ending 30.4.1905	10 1/2 %
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$2,151	\$15 for year ending 30.11.1904	7 1/2 %
Hongkong Electric Company, Limited	30,000	\$10	\$10	\$300,000	\$2,796	Interim of \$4 for 1905	7 1/2 %
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000	\$2,356	\$10 for 1904	7 1/2 %
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$11,127	Interim of 50 cents 30.6.1904	15 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$500,000 \$25,000	\$200	Final of \$9 making \$14 for 1904	9 1/2 %
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000	\$21,582	3rd quarterly div. of Tls. 2 1/2, paid 15.10.05	.....
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$250,000 Tls. 320,110 Tls. 19,405	Tls. 35,849	making 40 for Tls. 15 for 1905	.....
Matschappi tot Mij. Bosch en Landbouwerij	25,000	Gs. 100	Gs. 100	none	Dr. Tls. 117,638	Tls. 5 for 1903	.....
plaiting in Langkat, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	First year	.....
Mondon (E. L.) Limited	67,500	\$10	\$10	none	Dr. Tls. 117,638	None	.....
Philippine Company, Limited	1,200	\$10	\$10	\$12,000	Tls. 4,011	Interim of Tls. 3 for 1905	.....
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	16,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 108,722	Tls. 9,751	Interim of Tls. 6 for 1904	7 1/2 %
Shanghai Gas Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 250,000 Tls. 25,000	Tls. 6,968	Interim of Tls. 3 for 1905	7 1/2 %
Shanghai Harbin Bazaar Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000 Tls. 24,820	Tls. 1,227	Interim of Tls. 8	15 1/2 %
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 70,000	Tls. 17,220	Interim of 15/- for 1905	4 1/2 %
Shanghai Waterworks Company, Limited	7,500	\$25	\$25	\$187,500	Dr. \$2,658	None	.....
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	\$1,444	60 cents for year ended 31.5.04	.....
Team Laundry Company, Limited	15,000	\$10	\$10	\$150,000	\$700	\$5 for 1905	.....
Straits Ice Company, Limited	2,000	\$100	\$100	\$200,000 Tls. 45,895	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 11 for 1904	.....
Straits Waterworks Company, Limited	5,000	Tls. 100	Tls. 100	Tls. 500,000 Tls. 4,000	Tls. 1,012	60 cents for year ending 31.7.1903	.....
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$551	Final of 50 cents making \$1.50 for 1904	.....
Do. (Founders)	100	\$10	\$10	\$1,000	\$551	Final of 50 cents making \$1.50 for 1904	.....
Watson (A. S.) & Co., Limited	10,000	\$10	\$10	\$100,000	\$600	Final of 50 cents making \$1.50 for 1904	.....
William Powell, Limited	1,500	\$10	\$10	\$15,000	\$676	Final of 50 cents making \$1.50 for 1904	.....